



Congressional and Administrative Initiatives to Safeguard Public Transportation

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Committee on Homeland Security, Office of Communications
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Congressional Initiative

- In May 2005, the House passed the DHS FY06 Authorization Bill (H.R. 1817), which contained two important provisions on public transit security:
 - Section 321 requires DHS, in coordination with the DOT, to issue guidelines for the securing public transportation systems from terrorism threats not later than 120 days after the date of enactment.
 - Section 322 requires DOT, after consultation with DHS, to develop a national plan to increase awareness of measures that the general public, public transportation passengers, and public transportation employees can take to increase public transportation security related to the threat of terrorism not later than 90 days after the date of enactment.

Federal Support for Public Transportation Security

- TSA, in support of DHS's Office of Domestic Preparedness, has awarded \$248 million since May 2003 for improving rail and transit security in urban areas under the Urban Area Security Initiative (UASI), and another \$160 million has been budgeted for Fiscal Year 2006, beginning this October.
- In addition, since the September 11, the public transportation community has spent approximately \$2 billion for security and emergency preparedness, including surveillance equipment, inspections, training, canine units and vulnerability assessments.
- Since 9-11, the Federal Government has adopted a host of safeguards for transportation security. The Transportation Security Administration (TSA) has issued Security Directives for passenger rail systems, including provisions for: (1) designating Security Coordinators as contacts between TSA and mass transit operators to oversee compliance with TSA Security Directives; (2) the use of canine explosive detection teams where available; and (3) frequent inspections of key facilities, including stations, terminals, and passenger conveyances, for suspicious or unattended items.
- TSA, in coordination with federal partners and industry, exchanges and disseminates security information for public transit. Programs include Transit Watch, Transit Security and Safety Roundtables, and the Lessoned Learned Information System.
- Since 9/11, TSA has conducted Corporate Security Reviews (CSRs) in cooperation with transit agencies. Through on-site visits and interviews, CSRs provide security domain awareness and security information sharing opportunities.

- TSA also provides risk-based, scenario-driven exercises for transit personnel. These exercises enable TSA to evaluate the effectiveness of corporate, local, state, and regional security plans.
- Within the Department of Transportation (DOT), the Federal Transit Administration (FTA) has undertaken nationwide security programs. FTA has conducted risk and vulnerability assessments (37 total) and deployed technical assistance teams (to the top 50-60 transit agencies) to help strengthen security and emergency preparedness plans.

The Department of Homeland Security's approach to rail security involves creating programs, projects and analysis dedicated to enhancing security for mass transit passengers, rail cargo and rail infrastructure. The Transportation Security Administration (TSA) has the lead in developing rail security initiatives. TSA's initiatives are based on risk and criticality assessments. They are generally developed and executed in conjunction with the private sector, Department of Transportation (DOT) modal administrators, and other government entities. These initiatives support the Department's overarching goal and mirror the Department's approach to counterterrorism by addressing protection, preparedness, response, and recovery.

- The Department of Homeland Security's grant program for improving rail and transit security in urban areas has awarded or allocated roughly \$250 million since May 2003.
- FTA has tested and deployed the PROTECT (Program for Response Options and Technology Enhancements of Chemical/Biological Terrorism) system for chemical detection in subway systems. In partnership with WMATA, FTA, and the National Institute of Justice (NIJ), the PROTECT system was deployed in the Washington, DC, subway system, as well as other selected high urban areas.
- A PROTECT system was also deployed in Boston at the cost of \$2 million (including research and development). Another PROTECT system was deployed in an above-ground terminal at New York City's Grand Central Station for the RNC.
- TSA is establishing and deploying a trained force of Surface Transportation Security Inspectors to various locations throughout the country on a risk-based prioritization of the national rail and mass transit system and its key infrastructures. Security inspectors will develop relationships with owners/operators necessary to ensure compliance with all appropriate TSA security guidelines and regulations.
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- Mobile Mass Transit K9 response teams assist local law enforcement, and partner with local authorities to provide additional training and assistance. These teams have been used at events like the DNC, RNC, and Inauguration, as well as in local communities like Atlanta and Washington, DC.
- TSA is expending appropriated funds to expand its existing National Explosive Detection Canine Team Program (NEDCTP) into the nation's mass transit systems. Through a cooperative agreement with the police departments protecting mass transit systems, TSA will provide training, financial support and management of thirty explosive detection canine teams in ten mass transit systems beginning this fiscal year. Expanding the NEDCTP will provide effective detection and response to suspected explosives and a proven deterrent to terrorism in passenger conveyances, stations and maintenance facilities.

- TSA's Transit and Rail Inspection Pilot (TRIP) program was completed on August 20, 2004. This program tested the feasibility of screening passengers, luggage and carry-on bags for explosives at rail stations and aboard trains in three phases.
- Technologies used during TRIP were rolled out two weeks after the program's completion to assist screening at major airports, and TSA successfully deployed technology and processes from Phase II at Pennsylvania Station for the Republican National Convention in New York City and at Union Station during the 2005 Inaugural. Additionally, TSA worked with the Washington Metropolitan Area Transit Authority (WMATA) to deploy additional security measures during Inauguration 2005.
- TSA has been actively engaging transit agencies by conducting Corporate Security Reviews (CSR) in the nation's mass transit systems. TSA assesses individual mass transit security programs through on-site visits and interviews with security coordinators, employees and contractors. CSRs provide up-to-date security domain awareness and an opportunity to share information on comprehensive security issues.
- TSA will assist mass transit operators in vulnerability identification and developing mitigation strategies to protect assets. This includes developing self-assessment tools that will enable owner/operators to make a prudent allocation of limited security resources. This information, along with best practices, intelligence and analysis, is being shared across the nation to various stakeholders, through the Homeland Security Information Network (HSIN) and through the Lessons Learned Information System (LLIS).
- TSA continues to work with FTA and the Office of State and Local Government Coordination Program (SLGCP) to provide numerous training programs for Federal, State and local emergency management offices, local first responders, transit employees and operators and other stakeholders, through such programs as "Transit Watch", workshops, and transit safety and security roundtables. TSA is also providing risk-based, scenario-driven exercises to transit agencies for use by transit personnel. These exercises work to ensure the ability of the national transportation system to prevent and respond to attacks.
- TSA has held numerous security exercises that bring together rail carriers, federal and local first responders, and security experts, and has identified and is addressing gaps in antiterrorism training among rail personnel. Additionally, rail personnel have traveled to the Federal Law Enforcement Training Center to receive antiterrorism training.